

Port of Umpqua

Regular Meeting Minutes
September 20, 2023 at 7 p.m.
Port of Umpqua Annex
1841 Winchester Ave
Reedsport, OR

THESE MINUTES ARE FINAL and APPROVED.

Commissioners Present:

Vice President Eric Boe
Secretary Carey Jones
Treasurer Joe Mulkey
Assistant Secretary Deborah Yates

Commissioners Not Present:

President Keith Tymchuk

Port Staff Present:

Port Manager Scott Kent
Administrative Assistant Karen Halstead

Public Present: Linda McCollum & DeeDee Murphy

NOTE: All items handed out at the meeting are available for view by public request.

Proceedings:

The meeting was called to order at 7 p.m. by Vice-President Eric Boe.

It is noted that a quorum of Commissioners was present for this meeting.

PLEDGE OF ALLEGIANCE

CONSENT AGENDA – All items listed are considered routine and will be enacted by one motion.

- **APPROVAL OF AGENDA:** No changes were requested.
- **APPROVAL OF MINUTES:** August 16, 2023
- **APPROVAL OF BILLS:** \$5,212.21

Commissioner Jones made a motion to approve the Consent Agenda, 2nd by Commissioner Mulkey. The motion was passed by unanimous vote.

PUBLIC COMMENT:

There was none.

REGULAR BUSINESS:

1. Resolution to declare existing hoist at the Umpqua Spit as surplus property and sell to highest bidder.

Scott: Last month The Commission passed an agenda item to declare the hoist as surplus property. Upon further research Scott discovered that a resolution is needed. This item is to create that resolution.

Joe: There has been discussion of The Port building another dock and the hoist passed its inspection this year, without any de-rating, so it may behoove The Port to consider keeping the hoist in anticipation of future use. It works, and any maintenance that may be needed will be far cheaper than purchasing another hoist.

Eric: We will need to research what it would cost to store it.

There was discussion of how and where it could be stored. Scott was given direction to look into storage options.

- ✓ **Commissioner Mulkey made a motion to rescind last month's motion declaring the Port's hoist as surplus property, 2nd by Commissioner Jones. The motion was passed by unanimous vote.**

REPORTS:

STAFF REPORT:

Item #2 - Discussion about the tide gate at Providence Creek.

Scott: He has been in touch with Mark Holiday, the owner of the property. He has been clearing the brush that was blocking vehicular access to be able to view the tide gate. Before the brush had been cleared, Scott chartered a boat from Fred Wahl to look at the tide gate and he found that all of the parts were intact, it did appear there may be debris blocking the tide gate from being able to fully close. Once Scott can drive out there, he will be able to completely inspect it. If it does need some clearing The Port could hire someone to do that work. From the boat it appeared to be functioning as it should.

Carey: Wants to see proof that The Port is responsible for paying for repairs or cleanup of any tide gates and levees. Carey has a levee on his property, and he has maintained it on his own for the last 30 years. When Linda Noel was the Port Manager, she told him that The Port was not responsible for taking care of these projects. Why has it suddenly come up? It could cost a half of a million dollars very quickly to take these projects on.

Joe: Mr. Glover is putting in brand new tide gates and The Port has nothing to do with that.

Scott: The only reason The Port may or may not be responsible for this is because The Port paid for the repairs to the west tide gate on Providence Creek 10 years ago. This has given the perception that The Port owns those tide gates. Carey has a very valid point; this should be a local improvement district, or the property owners should be responsible.

Carey: The tide gate at Dave Peck's property was funded by the Soil & Water Conservation District, The Port wasn't involved at all. He knows because he attended all of the meetings at the grange when Dave was getting set up to put the new tide gates in. Carey also named other tide gate projects where The Port was not involved. He wants to see the documentation that states The Port is responsible in any way for the levees or tide gates.

Joe: There is a lot of money that is sanctioned by other organizations for these types of projects. The landowners need to find these and apply or get on the list(s).

Scott: 10 years ago, when The Port went through this for the west tide gate at Providence Creek it was proposed that the homeowners upstream should form a local improvement district and that has not happened.

The Commissioners do not think The Port is responsible for any repairs and don't want to give the impression that they plan to pay for them.

Scott was given direction to research the archives and determine whether The Port is or is not responsible for any of this, and if it's found that The Port is responsible, when and who made that decision.

Scott: Has already done the research and there is no documentation about this. Those archives were lost in the flood. Scott plans to take a look at the tide gate when he can access it and after doing so, he can provide an opinion on what exactly will need to be done. He's not convinced that the tide gate is failing, it was shut when he looked at it from the boat.

If he does look at it and conversation does come up about The Port being financially responsible, the Commissioners gave Scott direction to offer to find the appropriate organization who can give the homeowners help with repairs.

Item #2 – Building Fire Systems

Scott: The fire warning systems in both the Winchester building and the Annex are non-functional. It doesn't appear that they have been functional in the last 10 years. There are no fire alarms, the fire doors are disabled, and this seems like a huge liability. The back-up batteries in the Exit lights are all dead. Scott contacted the Fire Department and requested that they conduct an inspection and let him know what fire codes The Port needs to bring up to date. The inspection was done by two firemen and the Fire Marshall, and a report was provided back to Scott. He asked for direction from the board to submit that report to a couple of fire agencies to find out what it will cost to get the fire system back up to code.

It was discovered that there were no functioning smoke alarms in either building so Scott purchased some and put them up through-out the building.

The board gave Scott directions to contact some fire agencies, Carey requested that when it is re-established that they have it hooked up to automatically notify police dispatch.

SALMON HARBOR MANAGER:

No Report

S.T.E.P. Deb Yates:

Deb: This year's Salmon Derby was financially the most successful derby S.T.E.P. has ever had. They sold almost double the number of raffle tickets than they had in the past. The winning fish was 26.6 pounds, caught by Dan Vasquez.

Last Thursday Deb received a call from the S.T.E.P. biologist, he told her that a wildfire was close to reaching Rock Creek Hatchery, and everyone close-by had been evacuated. S.T.E.P. needed to come get the fish they had at that hatchery. It took some coordinating, and with the help of 2 truck drivers they were able to get all of their fish here just in time.

COMMISSIONERS:

Carey: Any report from Keith regarding the purchase of the Hallmark property?

Scott: Last update was that he still needed to talk to the County Commissioners.

Carey: Has The Port commented on the BOEM site regarding the wind turbines in the ocean off of Oregon?

Scott: He will write a letter stating The Port's position against the turbines on The Port's behalf.

Eric: He was approached by a local fisherman who was very upset over the costs that PDS is charging other buyers to off-load product over the Port dock.

Joe: Talked to another fisherman tonight who was selling halibut to another buyer and the price PDS charged them to off-load over the dock had increased to .35/lb.

PDS has chosen to not buy any Black Cod this season. Two of our largest fishing vessels are having to take their product to a buyer up in Newport. It would be much more cost effective if it could be off-loaded at The Port dock and then trucked up to Newport. Black Cod prices are so low right now and then add on .35/lb to off-load and there is no profit in it for the fishermen.

Due to these additional high costs just for off-load, some of the smaller boats are losing the chance to sell to other buyers who would be willing to buy but won't because they don't want to pay so much for the dock fees.

Hallmark charges .10/lb, Fathom's dock charges .15/lb.

Scott: Would like direction from the board to contact Jon and see if that cost can be lowered to a reasonable amount. With these costs, it is in no way a public dock any longer and that was not the intention when it was leased.

There have been reports that if some fishermen sell to another buyer, PDS will not continue to do business with them. This puts a lot of the local fisherman in a very bad situation.

Eric: Unfortunately, this is the consequence of the lack of competition. When Eureka Fisheries was there this problem didn't exist.

The Commissioners gave Scott direction to contact Jon and to immediately start work on resolving this issue. This problem has gone on too long and The Port needs to get this resolved somehow as soon as possible.

There are some locations who have more than one buyer leasing separate sections of their docks.

The Port dock was intended to be a public dock and by law when PDS took it over other buyers are now required to have a Memorandum of Understanding (MOU) with PDS to buy from our dock.

There are 3 ways an ODFW fish buyer's license works, and the buyer has to choose their option when getting their license.

1. It can be attached to a particular person. This requires that whoever is listed on that license must be present when a boat is off-loaded.
2. It can be attached to a specific vehicle. As long as that truck/vehicle is present then an employee of the buyer can buy product for the fish buyer because the vehicle is there.
3. It can be attached to a dock. This is what PDS has, their license is attached to The Port's dock. In this scenario, that means the dock is no longer public. The only way another buyer can buy a product across that dock is to have an MOU with the holder of the dock license (PDS). In this case, legally when there is an MOU with the holder of the dock license, the only personnel allowed to off-load and weigh product are the employees to the DOCK holder licensee. Once the product has been weighed and a weight sheet for the product has been created, only then can the second buyer come in and take the product.

PDS needs to respond immediately when a buyer requests an MOU. There are reports from some buyers that they have sent a request to PDS for an MOU and PDS has not responded. This issue needs to be addressed as well as the .35/lb price.

The meeting was adjourned at 8:15 p.m.

The next Port of Umpqua Regular Meeting will be held October 28, 2023 at 7:00 p.m. at the Port of Umpqua Annex building, 1841 Winchester Ave., Reedsport, Oregon 97467.

****Note: THESE ARE QUESTIONS FROM THE COMMISSIONERS WHILE SIGNING CHECKS, BOTH AT THE END OF THE MONTH, AND DURING THE CHECK SIGNING AT THE MEETING:**

8/31/23:

Commissioner questions from check signing at end of the month to be included in the September 20, 2023 minutes:

There were no questions.

Checks were signed by Commissioners Yates and Jones.

Questions from check signing at the September 20, 2023 meeting:

There were no questions.

Checks were signed by Commissioners Boe and Jones.

Keith Tymchuk, President

Karen Halstead, Admin. Assistant